

interrupter valve-- has replaced "and a pressure effective upon a change-over of the switch valve in the control chamber is tapped off by means of a nozzle by a pressure medium flow portion downstream of the pump and upstream of an outlet of the pressure compensator";

In claims 2 and 3 line 1 --first throttle-- has replaced "nozzle";

In claims 2 line 2--an -- has replaced "the", last occurrence;

In claims 5 and 10-12 line 3 --, wherein the control oil supply is-- has replaced "which can be";

In claims 5 and 10-12 line 4 --is-- has replaced "can be";

In claims 5 <sup>line 4</sup>~~and 10-12 line 4~~<sup>3</sup>--the -- has replaced "means of an";

In claim 6 line 2 --throttle-- has replaced "nozzle";

In claim 6 line 4 --first throttle-- has replaced "nozzle";

In claim 7 line 2 and claims 13-16 line 1-2 --first throttle...throttle-- has replaced "nozzle...nozzle".

In claim 17 line 1-2 --first throttle...a load detecting throttle-- has replaced "nozzle...the load detecting nozzle".

#### REASONS FOR ALLOWANCE

The following is an Examiner's Statement of Reasons for Allowance: the combination of elements as claimed is deemed to be directed to an unobvious improvement over the invention patented by Nakatani et al. Nakatani et al discloses a hydraulic control comprising a mechanically operated distribution valve (80a) connected to a consumer through a pressure compensator (81a) having a load pressure of the consumer applied in an opening direction (at 85a) and a highest load pressure applied to a rear control chamber (86a), in a closing direction; the highest load pressure being connected to a pump regulator of a pump, by an LS line; a safety valve (50A) connected to the LS line between the pump regulator and the pressure compensator, and a pressure tapped off from a pressure medium flow portion downstream of the pump and upstream of an outlet of the pressure compensator (by 51), is directed to the rear control chamber, upon a change-over of an interrupter valve (43A).

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